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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

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COUNTRY Yugoslavia

DATE DISTR 15 Dec 1951

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. The Naval Construction Enterprise of Rijeka is a branch of the Main Directorate for Construction Enterprises which has headquarters in Split. Other branches are located at Sibenik, Kardeljevo and Bar. The Rijeka branch of the Naval Construction Enterprises is in charge of the construction and repairs to ports of the North Adriatic Sector which stretches from Koper to the south of Senj.
- 25X1 2. The offices of the Enterprise at Rijeka are located on the sixth floor of a skyscraper facing the square formerly known as the Regina Elena Square. The director is Josip Kramaric who is a pro-Tito Communist. Engineer Antun Sirca is in charge of plans. He is approximately 45 years of age. Engineers in a supervisory capacity over the work performed in the various shipyards of the Rijeka branch are Engineer Plasibat and Engineer Cimicic. Plasibat, who is 45 years of age, was a contractor during the Royal Yugoslav Regime. He is considered to be skillful and practical, but is regarded by the Communists as being a person of bourgeois sentiments. The headquarters employs approximately 20 clerks, from 250 to 300 workers and 23 divers. The workers and divers are assigned to the various shipyards as the need arises.
- 25X1 3. The various vessels and equipment owned by the Naval Construction Enterprise at Rijka are forwarded as the need arises to the various areas which are under the jurisdiction of the other branches. The vessels are listed as follows:
- Steam-driven floating dry dock DIVNA equipped with hoisting equipment with a capacity of 60 tons;
 - Steam-driven floating dry dock DUBA, which was built in Split, and which is equipped with hoisting equipment up to 15 tons capacity;
 - Floating dry dock DRAGONA with hoisting equipment up to 15 tons capacity;
 - Floating dry dock, unidentified, with hoisting equipment up to 15 tons capacity;
 - Three old trucks employed to transport material;

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- f. Towboats TALAS and TRSAT based at Rijeka;
- g. Motorboats SLOBODA and FMICE 3, based at Susak;
- h. Four floating docks furnished with winch and crane. Among these, the GREVICA is currently undergoing repairs at the Viktor Lenac shipyard. The BUKEI is a simple dry dock equipped with a United States winch and crane similar to the highway model on tract. The remaining two docks were constructed in the Third of May shipyard at Rijeka;

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- i. Large size dredge boat BLOKOVO which was built [] and delivered to Yugoslavia in 1950; and

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- j. Diving equipment which is quite obsolete and poorly suited to the duties performed. The rubber diving suits in particular are in such a state that divers emerge from the water drenched. The vessel ZAGREB now at the petroleum port at Rijeka, was recently said to have unloaded two Pirelli diving outfits []

- 4. Work projects handled by the Rijeka Enterprise are currently being carried out in the port of Baros at Susak, the Sveti Marko pier and the Wine Depot quay in the main port of Rijeka, the petroleum port in Rijeka, Valmazinghi in Labin, Izola, Bakar and Senj. The various work projects are described as follows:

- a. Port Baros at Susak:

Repairs are being made to the pier located outside the city, and formerly known as the King Aleksandar Pier. It will be enlarged by nine meters so that an additional set of railroad tracks can be laid. Engineer Cimicic is in charge of the work for which fifty workers and nine divers are employed. Equipment being used consists of two dredge boats with cranes and three floating dry docks, among which the DIVNA, the DUBA and a third unidentified dry dock. The legend to the attached sketch I is as follows:

- (1) Existing pier, partially damaged in section indicated under D. This damaged section covers an area of approximately thirty meters;
- (2) Formerly a reef, which has now been leveled with solid concrete blocks;
- (3) Hollow concrete blocks forming a "carpet" which is 50 centimeters thick. The concrete floor or carpet is located at a depth of four meters;
- (4) Section of pier which has not been repaired; and
- (5) Small reconstructed piers.

- b. Sveti Marko Pier:

Repairs are being made to the pier and to the adjacent quay. Engineer Plasibat is in charge of the work for which ten workers and two divers are employed. The equipment used consists of one cement machine and two dredge boats with cranes;

- c. Wine Depot Quay:

This area covers a group of projects for which 16,000,000 dinars were to have been appropriated. The work however, has been halted for lack of funds. To date only the rocks under the water have been removed.

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d. Petroleum Port:

Only one diver is currently employed on this project. His job is to place markers indicating the presence of rocks on the sea bed. The dredge boat BLOKOV0, however, is expected soon, and it will clear the entry into the port. This entry is at present only 15 meters wide, toward the center of the entry, because of various underwater obstacles such as rocks, et cetera. Two wooden cases (b on attached sketch II) mark the entry into the port. Vessels entering to unload petroleum or for purposes of supply, enter backwards and follow the route indicated on the attached sketch, allowing a safe distance of six meters from the port. Outside of the Petroleum Port, (indicated sketch II as A), a landing on an embankment of wooden piles has been constructed. It is fifty meters long and eight meters wide. A small hand-operated crane is located at the very edge of this landing. The legend to the attached sketch II is as follows:

- (1) Wooden landing or quay;
- (2) Cases marking entry to the port;
- (3) Damaged section of pier.

e. Valmazzinchi in Labin:

A pier thirty meters long has been constructed which is used by the cement factory located in the vicinity. Engineer Toma Mauric is in charge of the work for which seven or eight workers and one diver are employed.

f. Umag:

Repairs to the pier are currently in progress.

g. Izola:

Repairs to the pier are currently in progress.

h. Bakar:

A new quay is currently being constructed opposite the old one. It will be 130 meters long. Sea depth at that point will be 13 meters. Another establishment in Bakar is entrusted with the construction of cement blocks to be used for this quay. A certain Engineer Vahner is in charge of the construction of blocks, and has forty workers working for him.

i. Senj:

Repairs to the pier are currently in progress. The chief engineer is Toma Mauric, and 15 workers are employed to do the work.

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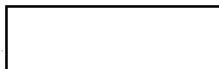
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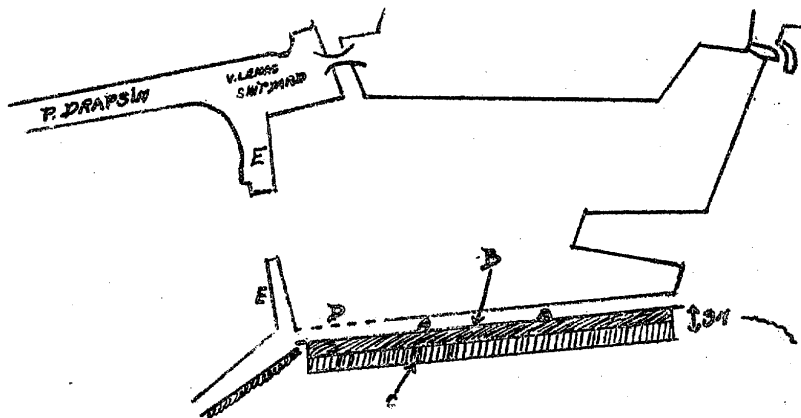
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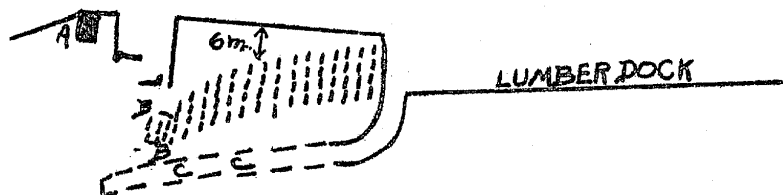
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SKETCH I



SKETCH II



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